



## INTIMATION

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YEARS IN BOTTLE.

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at profiting by pitting one nation against another. The burden anyway was thus pushed off their own shoulders and responsibility evaded for the time being, which is generally the chief aim of Chinese officials, when difficulties arise. Russia and Japan being both from her point of view the rivals or opponents of China, nothing could be more in accord with the eternal order of things than to set those two nations the one against the other and see what came of it. The outcome, however, as is usually the case in regard to far reaching diplomacy, has been "the only thing certain"—"the unexpected"—and, in this case, certainly the very unexpected.

That Japan might make some kind of show against Russia, sufficient at all events to weaken the latter and to make her less disposed than before to pursue her policy of aggression might be reasonably looked for; but that Japan should have shown herself able to repel the formidable "Colossus of the North" both by sea and land, and to steadily gain position after position that seemed impregnable, was very much more than either China or any other nation considered within the bounds of the probable or even the possible. It is, however, this state of affairs which will have to be dealt with diplomatically at the close of the war; and it is of essential importance what attitude China will take up with regard to it. Her own instincts would be to revert to her old policy of profiting by others' quarrels; and, after allowing the Japanese to do what she herself ought to have done, in checking Russian encroachment, to claim her old sovereignty over Manchuria and to endeavour to get it back both from Russia and Japan. If she succeeded in this policy the present war would be as useless as was the war between China and Japan. The old-standing cause of the difficulties would be unmoved. China would be as weak and as unreliable as ever, and Manchuria would still remain open to invasion; China herself, to threats of invasion, and Japan to the serious menace to her independence, to remove which (when no other means were possible) she went to war.

It may be anticipated that other foreign nations will have something to say in this respect; and their views as a whole will largely influence the policy of China. There can be very little doubt that the interests of foreign nations generally, so far as the furtherance of commerce and the maintenance of peace in the Far East are concerned, lie in the same direction as those of Japan. It is not to their interest, speaking generally, that any one of them should make definite conquests in China, and it may be hoped that the lesson taught by the war with Japan may cause those who may be disposed to a policy of aggression to pause and count the cost. The true policy of foreign nations is to exert their whole influence at Peking (and if they would only loyally combine, that influence would be very great) towards inducing the Chinese to arrive at an understanding with Japan in the first instance, and indirectly with them, such as will preserve the integrity of Manchuria and with it that of China herself. If China insisted upon Japan leaving Manchuria altogether, in the hope that the jealousy between Japan and Russia would enable her to re-assert her dominion over that territory, and should she be able to induce foreign nations to assist her in that course, the old troubles would be certain to arise again. It is quite true, that Japan has no more right than Russia in Manchuria, nor, apparently, does she wish to establish her domination there; but she does want some security that the country will not again be left open to be seized by Russia; and in this no one can deny that the interests of all other nations (and the interests of Russia herself, if she rightly understood them) are at one with those of Japan.

Volunteer drills recommence next Thursday. Fire broke out on board the British steamer *Dundas* at Shanghai on January 27th. The officers' quarters were burnt out.

The chairman of the Hongkong Land Investment and Agency Co., Ltd., qualified his statement with regard to the opinion of the directors, that the equalisation of dividend fund "should not be further encroached upon," by adding the words "to any great extent in one year." Our report omitted these words.

The *Foochow Echo* says that a scheme is on foot for the formation of Golf Links on the Recreation Ground. The links are to lie entirely within the creek which separates the Race Course from the rest of the Recreation Ground. Arrangements are to be made that they shall not interfere with cricket or lawn tennis, whilst no extra expense is involved except possibly a small extra subscription from the members of the new game.

Consumers of gas will be pleased, we are sure, to read in our business columns this morning the announcement that the price of gas is from to-day reduced from \$3.50 to \$3.00 per 1,000 feet.

Before Mr. F. A. Hazeland at the Police Court yesterday, a pedlar was fined \$2 for hawking his wares in the vicinity of Wyndham Street. For attempting to bribe a Chinese constable when arrested, he was mulcted in a further amount of \$25.

The Empress Dowager of China has set apart one of the secretaries of the Imperial Household to keep her posted in every development of the war as so much was being withheld from her, and at some of the Council meetings she has surprised the Grand Council by knowing more than they do about the trend of events.

A telegram has arrived from H.B.M. Consul to the Colonial Secretary, Hongkong, dated 28th January, which states that Hongkong is not declared infected, but is considered a suspected port, arrivals from which merit medical inspection rather than quarantine. The station for quarantine and inspection is changed from Kohphai to Kohphra.

The total number of plague cases is now ten, the past week having added three, one of which was imported from Shanghai. One European is reported down with enteric, and there is the case of smallpox imported from Shanghai. Tientsin contributed a case of relapsing fever. Yesterday's return added two more plague cases, one a Chinese found dead near the Gas Works.

The Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks donations of \$100 from Messrs. Jardine, Matheson & Co. and the Druggists' Guild; of \$75 from the Green Island Cement Co.; of \$50 from Major-General Hatton, the Oil Guild, and the Dried Fruit Dealers' Guild; of \$25 from Grossmann & Co., Palmer & Turner, E. Pabiney, J. J. dos Remedios & Co., Gibb, Livingston & Co., A. M. Essaboy, Lums & Rogge, Hol and China Trading Co., Josen & Co., East Asiatic Trading Co., W. R. Lexley & Co., C. R. Scott, A. R. Martyn, H. N. Mody, Deutsch Asiatische Bank, and Gilman & Co.

During the trial of H. B. Collins at Yokohama, as a Russian spy, the accused stated that he is a British subject and was born in Hongkong. He is 40 years old. His parents died in Yokohama some years ago. He arrived at Yokohama accompanied by his parents when he was an infant. In 1896 he went to China, and thence to Port Arthur, where he was employed by a firm. After the outbreak of the war, he removed to Tientsin in June, 1904, when he received instructions from Colonel Ogorodnikoff to proceed to Japan to act as a spy. He sent his reports to Mr. Mondor of Shanghai, who in turn handed them to General Dessino.

Owing to the strong north-westerly gale on January 26th several steamers at Wonsung dragged their anchors, and there were two rather nasty collisions. The British steamer *Jersey* (3,114 tons), from New York, was in collision with the N. D. L. S. *Bayern*, and sustained some very bad dents on the starboard side, some of which caused slight leaks. She also lost an anchor and about sixty fathoms of cable. The *Bayern* escaped with a broken anchor. About the same time, reports our Shanghai contemporary, the British steamer *Powderham* got loose and fouled the Chinese cruiser *Haichi*. Grazing along the cruiser's port side she caused several small damages, and herself had her bulwark plates broken in several places.

The Marine Insurance reporter for the *Times* wrote on Dec. 23:—Underwriters fully appreciate the importance of the westward movement of the Japanese warships. It is obvious that the squadron, which is apparently under the orders of Kaminura, can pick up as many coal steamers bound for the Far East as it pleases, and, as a large number of these have been engaged on Russian account, the Japanese vessels can fill their bunkers at the enemy's expense. Hitherto these coal steamers have been extraordinarily favoured by fortune, but it looks now as if the underwriters who have for months past been raking in 25 and 30 guinea war-risk premiums will have to begin paying out claims. The captures up to the present have not included any highly-rated contraband cargoes. The accumulation of coal and stores at Diego Suarez, at the north of Madagascar, continues, and the view recently expressed here that this place is the concentration point of the two divisions of the Baltic Fleet gains strength.

## HOUSEBREAKING AT HONGKONG.

The Hongkong Police received certain information on Sunday night last which enabled them to catch three Chinese named Au Sang, Ho Sing and Mack Sang red-handed in a robbery. The prisoners broke into a house at Po Hing Tong, bound and gagged the occupants, two women, and were departing with \$125 worth of clothing and \$2,275 worth of jewellery when arrested. Placed before Mr. Gomperts at the Magistracy yesterday afternoon, all three pleaded guilty, and the case was remanded until Wednesday next.

## LATEST STEAMER MOVEMENTS.

The M.M. steamer *Caledonian* left Singapore on Monday, the 30th Jan. at 8 p.m., for this port via Saigon.

The P.M. steamer *Mongolia* left Shanghai yesterday morning, and is due here to-morrow morning.

The N.G.I. steamer *Capri* left Singapore for this port yesterday, and may be expected here on the 6th inst.

## TELEGRAMS.

["DAILY PRESS" SERVICE.]

THE KING TO TOUR  
MEDITERRANEAN.

LONDON, 31st January.

It is announced that the King will visit Malta and Alexandria early in February.

PEIRAGE FOR SECRETARY  
FOR SCOTLAND.

LONDON, 31st January.

The Rt. Hon. Andrew Graham Murray, P.C., K.C., Secretary for Scotland, is made a Peer.

## RUSSIA.

LONDON, 31st January.

Count Lamsdorff, Minister for Foreign Affairs, in response to urgent diplomatic representations, has prohibited the offensive placards put up by the police, which stated that the strikes were prompted and paid for by England and Japan.

Rioting continues at Warsaw and Riga. One hundred fatalities are reported.

## THE WAR.

[BY COURTESY OF THE JAPANESE CONSUL]

## THE RUSSIAN DEAD.

TOKYO, 31st January.

Marshal Ohyama reports that the Russian corpses lying on the battlefields in the directions of Litaujenton, Chinchihpao and Heikotai (since January 25) were not less than 1,200.

[REUTER'S SERVICE]

## AN UNDECIDED ARMADA.

LONDON, 28th January.

Reuter's correspondent at Port Said wires, there is reason to believe that at least a portion of the Baltic fleet will shortly return through the Canal; and it is rumoured that some of the ships will visit the Persian Gulf.

(N.C. Daily News Service)

PORT ARTHUR NON-COMBATANTS  
AT CHEFOO.

CHEFOO, 27th January.

Three Japanese steamers and sixteen junks arrived here with 1,600 non-combatants on board. The steamers were anchored at the Bluff for two days, owing to bad weather.

Six hundred refugees landed on Thursday. Others went on board the steamers *Munich*, *Lady Mitchell*, and *Whampoa*, which are bound for Odessa via Shanghai. Those who fled are awaiting transport to Shanghai. They are in excellent health.

Chefoo is lively, but good order is maintained, though the accommodation is strained.

There are still about two thousand non-combatants at Port Arthur.

## AN AUSTRIAN COLLIER CAPTURED.

TOKYO, 26th January.

The Austrian steamer *Palma* was seized last night in the Hokkaido direction, with 4,000 tons of Cardiff coal on board for Vladivostok.

## ADMIRAL TOGO GOING TO SEA.

TOKYO, 26th January.

Admiral Togo will probably leave Tokyo on the 1st of February.

## A DISGRACEFUL SURRENDER.

OSAKA, 26th January.

Dr. Morrison, the *Times* correspondent at Paking, reported to have wired to the *Times*, after inspecting the real condition of Port Arthur, that there would never be a more disgraceful surrender in the world than that of Port Arthur.

## SWATOW &amp; HONGKONG.

INTER-PORT CRICKET.

Hongkong's "A" cricket team will leave for Swatow by the Douglas boat on Friday. H. Hancock, captain, will keep wicket for Hongkong. He is a good bat, and is the most likely run-getter of the team. G. A. Morrell, a medium fast somewhat uncertain bowler, is first rumbler; a fair bat. Walter Dixon is a good medium right-hand bowler; a good bat when set, but rather uncertain at the start. F. C. Butcher, an old Swatow hand himself, is a fair bat; a right-hand medium pace bowler. A. Mackenzie is a fair change bowler, and likely to make runs; he hits well. W. W. Ross is a very good field and bowls a little, somewhat erratically; a good bat with practice. N. H. Rutherford is the fastest bowler on the side; he keeps a good length; is a good field; uncertain bat. Lieut. Butt, R.M.L.I., is a fair bowler; good field; uncertain bat. G. P. Lamerton is a slow right-hand steady bowler. Surgeon Harley is a steady bat, and very likely to get runs; a very fair bowler. J. W. C. Bonner is a good field; uncertain bat. A. Rodgers shaped well last Saturday, but did not get much chance to make runs. F. W. Goldring is a very keen cricketer, though he has not been in form so far this year; a good field.

In reply to His Worship: The money I had on board was my earnings. I never keep a banking account.

Cross-examined by Mr. Holmes:—It was dark the morning the pirates boarded my junk. They were pulling four oars. Their craft appeared to be a fishing boat. It was without masts. I could not see whether it had a hood on. Pepper was not rubbed into my eyes until after the defendants boarded us. As soon as they did, they bore me to the deck, so that I did not get a chance to see them. I had no passengers on board this trip. The cargo of fish on board was worth between \$800 and \$900.

None of this cargo was stolen. I saw two knives about seven inches long in possession of the robbers. I do not carry any arms on board my boat. Neither my son nor myself resisted the robbers, as they pointed revolvers at us.

## FASHIONABLE WEDDING.

Major A. C. Painter, and Miss Katharine Turner, who arrived from England, by the s.s. *Clunian*, were married at St. John's Cathedral yesterday afternoon. A number of friends were present. Military officers wore "Roriv Order." His Excellency Sir Matthew Nathan, K.C.M.G., gave the bride away. Lieut. A. R. Bannay, R.E., was best man; and the two daughters of Col. Brown, R.E., bridesmaids. The Rev. F. T. Johnson, assisted by the Rev. G. Seale, Chaplain of the Forces, officiated. Mr. A. G. Ward acted as organist.

The following were invited to the reception at Government House:—General and Mrs. Hatton, Capt. Ward, Commodore and Mrs. Deacon, Miss Stillwell, Lieut. Butt, R.N., Col. and Mrs. Brown, Miss Brown, Miss E. Brown, Col. and Mrs. Kent, Col. and Mrs. Bunny, Col. and Mrs. Webb, Capt. and Mrs. Watkins, Major and Mrs. Pritchard, Capt. and Mrs. Barnes-Lawrence, Miss Barnes-Lawrence, Mr. and Mrs. Layton, Mr. and Mrs. H. W. Robertson, Mr. and Mrs. P. Jones, Mr. and Mrs. Danly, Mr. and Mrs. Tilden, Lieut. and Mrs. Mowbray, Capt. and Mrs. Boyd, Mr. and Mrs. Fullerton, Mr. and Mrs. Peter, Miss Watson, Col. and Mrs. Caulfield, Major Dopping, Hepstall, R.E., Major Le Breton-Simmons, R.E., Lieut. Cooper, R.E., Lieut. Dankes, R.E., Lieut. Rainford Hanley, R.E., Lieut. Hall, R.E., Lieut. Ogil, R.E., Lieut. Rogers, R.E., Lieut. Chesney, R.E., Lieut. Fisher, R.E., Lieut. Clark, R.E., Major Sparkes, R.A.M.C., Lieut. Craig, R.A.M.C., Lieut. Doran, A.S.C., Capt. and Mrs. Fitzwilliams, Mrs. Rowe, Capt. Wilkinson, R.N. (H.M.S. *Theodis*), Mr. R. J. R. Scott, R.N. (H.M.S. *Ging*), The Bishop of Victoria and Mrs. Horne, Rev. F. T. Johnson, Capt. Wakefield, A.A., Mrs. and Miss Wakefield, Capt. Jones, R.A.A., Major Parry, R.A., Major and Mrs. Kaye, Capt. and Mrs. Crichton, Major Josling, R.A.M.C., Major Phillips, R.A., Col. and Mrs. Moss, Major Williamson, A.S.C., Capt. Gale, A.P.D., Col. Hayes, A.P.D., Major and Mrs. Chichester, Major and Mrs. Ross, Major and Mrs. Stevens, Mr. and Mrs. H. H. Gompertz, Major and Mrs. Strickland, Capt. Nugent, R.A., Rev. Searie, Col. Western, Major Pedley, Capt. Elgood, Mr. and Mrs. H. Moxon, Mr. S. T. Wanborn, Mr. N. S. Brown, Mr. H. W. Looker, Mr. and Mrs. Grace, Capt. and Mrs. Mackenzie-Grieve, Capt. Muller, R.M.L.I. (H.M.S. *Tunay*), Lieut. L. Gregson, Grenadier Guards, Capt. Ward, Mrs. Bryan, Miss Law, Mr. O. D. Thomson, Major and Mrs. Hurly, Major and Mrs. Thomson, Capt. and Mrs. Bush, Capt. and Mrs. Lambelle, Capt. and Mrs. Davies and Mr. and Mrs. Cruickshank.

## PIRACY IN HONGKONG HARBOUR.

The remand case in which four Chinese were charged with committing piracy in the Harbour off Quarry Bay, and stealing from a cargo junk goods to the total value of \$2,074 under circumstances already recorded in these columns, came on for hearing before Mr. H. H. G. Gompertz at the Police Court yesterday afternoon. Chief Detective-Inspector Hanson prosecuted, and Mr. H. K. Holmes represented the fourth defendant, and Leung Yee, a woman indicted for receiving certain of the stolen goods to the value of \$10.

Kwok San Chi declared: I am the master and owner of the passage boat No. 360, trading between Shaukiwan and Victoria. The cargo I generally bring here is salt fish, and the return cargo is rice. As a rule the only passengers I carry are those accompanying their cargo. On the morning of the 13th instant, at 2 a.m., I left Shaukiwan. There were three women and six men besides myself on board. The sail was hoisted, but there was not much wind. We were rowing on board, and had got as far as the Soap Works when I saw a boat about eight or ten chung off. It was rowing towards us from the direction of the mainland. There were twelve men in the boat. I called out and asked what boat it was. I got no answer, but the boatmen pulled alongside, jumped on board, and told us not to make a noise; they said they were taking revenge. They further said, "If you do shout we'll kill you." They left two men on board their own craft. The men who boarded us had knives and revolvers in their hands. I was pressed down into the cabin by two of the bandits. They told me if I did not stay there they would stab me to death. One of them struck me with the flat of a knife and rubbed pepper into my eyes. The rest of the people on board including the women were pressed into the hold. I saw the robbers removing boxes. They were on board about half-an-hour. Before leaving they put the hatchets on the hold. After some time they called out "Sing." I went up on deck and saw the robbers' boat going in the direction of Tsaihewon. I then made an examination of my boat and found that I had lost \$1,500 which I kept in a box, over 200 pieces of clothing valued at \$200, and jewellery worth over \$100. We went to Shaukiwan and reported the matter.

In reply to His Worship: The money I had on board was my earnings. I never keep a banking account.

Cross-examined by Mr. Holmes:—It was dark the morning the pirates boarded my junk. They were pulling

## ST. JOHN'S CATHEDRAL.

The annual general meeting of shareholders and subscribers of the Cathedral was held in St. Paul's College yesterday afternoon. There were present:—His Lordship the Rt. Rev. Bishop Hoare (Chairman), Hon. Capt. Barnes-Lawrence, R.N., Revs. F. Johnson and W. J. Southam, Major Pritchard, Drs. Atkinson and Clark, Messrs. J. Whittall, J. Bryer, G. Piercy, H. W. Slade, J. M. Beck, J. H. Edwards, W. Armstrong, W. J. Pottendin, A. G. Ward, and Messrs. Howe and Barnes-Lawrence.

MINUTES.

The minutes of the last annual meeting were read and confirmed.

ACCOUNTS.

The accounts of the Hon. Treasurer, Mr. J. Whittall, were submitted to the meeting for approval.

The TREASURER stated that while donations and subscriptions had fallen off a little, the amount of offerings had increased. The whole account showed a slight decrease in general expenditure. He had to emphasise the fact that for the greater part of the credit balance had been absorbed in paying the remainder of the charge on the organ.

His LORDSHIP THE BISHOP thought they had every reason to be thankful for the condition of the accounts. The total amount received from pew rents was \$3,693, a little less than last year. The amount received by donations was about \$400 less. He accounted for this by the senior people being away. They were the largest subscribers, and when they retired, as seniors do, they took their larger donations with them. All ought to remember that when seniors retire the juniors in their turn become senior, and might be increasing their donations as they rise in seniority, position and pay. The chief cause for congratulation was with regard to the collection, which had increased this year by \$50. This is a very marked increase if we consider that the increase since a few years ago is over \$2,000 in the ordinary collections made at the services. His Lordship concluded by expressing his thanks to the choir and organist who had given a great deal of time and trouble to the musical part of the church services.

Mr. H. W. SLADE moved that the accounts be adopted.

Mr. W. ARMSTRONG seconded the motion, which was agreed to.

BONUS FOR MR. A. G. WARD.

His LORDSHIP stated that Mr. Ward was about to leave them, having had another offer, which he thought would suit him better, in Shanghai. He felt sure that all present would wish Mr. Ward God-speed and prosperity in his new sphere, while expressing their regret at losing him. Mr. Chapman, of Messrs. Linthead and Davis, had promised to do the organist's work for six months. The church body proposed that a bonus of \$500 be given Mr. Ward on his retirement in recognition of his services, during the years he has acted as organist.

Mr. J. W. WHITALL proposed that a bonus as aforesaid be given to the retiring organist.

Mr. W. ARMSTRONG seconded the proposition, which was agreed to.

NEW ORGANIST'S AGREEMENT.

Mr. J. M. BECK moved that this matter be left in the hands of the church body.

Mr. G. PIERCY seconded the motion, which was carried.

TEMPORARY ORGANIST.

Rev. F. T. JOHNSON moved, and Mr. H. W. SLADE seconded, that Mr. Chapman be appointed temporary organist.

The motion was carried.

APPOINTMENT OF NEW VERGER.

Rev. F. T. JOHNSON, in proposing that the appointment of Mr. Vanstone as verger be ratified, stated that Mr. White, who has been the verger for the last ten years, has had to retire because of promotion in the Government service. The matter was left in his hands by the church body and he appointed temporarily Mr. Vanstone, who is also caretaker of the Masonic Hall, Zetland Street. He told Mr. Vanstone that his appointment was entirely subject to the approval of this meeting.

Dr. CLARK seconded the motion, which was agreed to.

RESOLUTION RE ASSISTANT CHAPLAIN.

His LORDSHIP stated that the Colonial Church Council suggested the engagement of an assistant chaplain to assist in the cathedral and take charge of the Kowloon church. This was considered the best way of starting the work in Kowloon. The Kowloon church scheme originated in no small degree from naval services now held in the Torpedo depot at Kowloon. The present naval chaplain said he would certainly be willing to carry on the evening services in the new church. The newly appointed naval chaplain also expressed his willingness to do so, subject to the approval of the naval authorities. The new chaplain would thus be free to help in the cathedral every Sunday evening, and he would also be free for early celebrations in the morning. The Kowloon district should be considered a special parochial charge of the new chaplain, and thus the charge would be taken off the shoulders of the present cathedral chaplain. The cathedral church body would contribute \$3,000 per month in consideration of the chaplain's services, the remainder to be paid by the Kowloon church. The post ought to be held by a married man, and in order to

enable a married man to hold it, he suggested \$4,000 as a suitable income. This arrangement to last three years unless the Kowloon church committee undertake to do at time to pay the cost of their own chaplain. The passage from England to Hongkong will be paid by the cathedral church body, and the passage home by the Kowloon church committee. The question as to how far the cathedral was called upon to help in this way was a very important one. He thought they were called upon to do so as the cathedral was the mother church of the colony, and it was the duty of a mother to help her children. Besides, they would have the services of Kowloon's chaplain. The church body had discussed and agreed to this resolution, and now they wanted to put before the meeting in order that it might be fully, fairly and freely discussed.

Mr. SLADE moved that the resolution be adopted.

Major PRITCHARD seconded the motion.

Rev. W. J. SOUTHAM: I wish to ask if the chaplain coming out will be placed in charge of the Kowloon church? Will there be any danger of a conflict between the man coming out and a naval chaplain?

His LORDSHIP: There might be a possibility if they are men of very diverse views, but the chaplain will be in charge of the morning service, and the naval chaplain in charge of the evening service.

Mr. SLADE: I understand the chaplain coming out would be in a similar position to the Kowloon church as the cathedral chaplain is to the cathedral church.

His LORDSHIP, in reply to Mr. Whittall, stated that the final appeal in any difference would have to be to the deed of gift.

Rev. Mr. JOHNSON said it came to a point the naval chaplain had no right of entry. There was no question about this now, however, as the naval chaplain was only by his kindness assisting at Kowloon.

His LORDSHIP, in reply to a member, stated that in case of the chaplain's wages not being forthcoming, there was no further responsibility on the cathedral than the guarantee of \$2,000. The motion was carried.

RE-ELECTION OF CHURCH BODY AND AUDITOR.

Hon. Capt. Barnes-Lawrence, Dr. Atkinson, Messrs. H. W. Slade, J. Whittall, J. Bryer and W. Armstrong were re-elected members of the church body. Mr. J. C. Peter was re-elected auditor.

A VOTE OF THANKS.

Rev. F. T. JOHNSON proposed a hearty vote of thanks to the following for services rendered in connection with cathedral work during the past year:—The church body; the Hon. Treasurer, Mr. Whittall, and the Secretary, Mr. Bryer; Mr. Peter, the clergy, especially the Revs. France, Buxbury and Jenkins, and Messrs. Ward and Chapman.

WAS STOESSEL OVERPRAISED?

The following letter was addressed to the editor of the *North China Daily News*.

Sir,—Whether Dr. Morrison's telegram be correctly given or not, it is surely time now for English newspapers to publish what Russians are saying openly: that the capitulation of Port Arthur is a scandal; that there was no Council of War beforehand, as reported at length and with many pretty touches, but that Stoessel made his announcement, and the other Generals were so dumbfounded they could say nothing. But a week before, General Stoessel had written to General Kuropatkin that all was well, perfectly well; so Kuropatkin's state of mind may be better imagined than described. Not one General but many are said to have wept at Port Arthur when the foul truth was forced home upon them. And the soldiers were so enraged that Stoessel never took formal leave of them. For months Russians from Port Arthur have been relating how, when the English papers did not in all describing Stoessel as a hero, men there felt in despair. He, they knew, had done nothing but countless things and wrote and speak bombastically. Smyrnoff was risking his life superintending everything, Smyrnoff with others, as a protest, has gone as a prisoner to Japan. It is not wonderful, however, that foreign newspapers have been misled, for no word of mildest criticism of General Stoessel has ever been allowed to pass the censorship of Port Arthur, and get into the outer world. But it is hard that Smyrnoff, a Russian hero of the good old school, as it would appear, should be denied his need of praise.

When all the truth is known we shall probably hear of other reasons for surrender. That it was not starvation is sufficiently shown surely by the comfortable portliness of the ladies and gentlemen of "long names and sad memories" we see among us. Mme. Stoessel seems to have been an excellent housekeeper; she had many pigs that she fed, also a cow and chickens. She fed them and then she fed her husband. For this she is to be respected. But whether women are in their right place in a beleaguered city is a question to which few men will be found to answer "Yes." Months ago, other officers protested and said all ladies and children ought to be ordered to leave Port Arthur. But no order to that effect was given. And it is said that weeping ladies congregated at Stoessel's table and protested: "You value your honour more than our lives." This may or may not be truth. Certainly there are women who under such circumstances would have acted quite otherwise. As nurses of the sick, as housekeepers and cooks, women may be very useful even in a beleaguered city. But to the bitter end, and even if they render the most efficient service, it is a question whether they do not hamper the defenders more than they serve them. Mme. Stoessel seems to have been a kindly as well as an efficient housekeeper. The little orphans that she fed and has taken home with her speak for this. But to Russians it is not the matter of a few children more or less, it is their impugnable, as they thought, fortress yielded, as they think, unnecessarily and to the national disgrace. It is not only since the fall of Port Arthur, but for months that Smyrnoff has been exalted. Stoessel decried, unfortunately so many of them only speak a tongue not understood of the common people.—I am, etc.

COSMOPOLITE.

## CORRESPONDENCE.

DESTITUTE SAILORS: RELIEF SCHEME BY HIS EXCELLENCY.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 30th January, 1905.

SIR.—The President of the Benevolent Society has received the following letter from His Excellency the Governor on the subject of making temporary provision for destitute seamen in the Colony.

As the Benevolent Society which has many other demands upon it is not in sufficient funds to enable it to become a guarantor under the scheme suggested by His Excellency, it is obliged to invite residents who are interested in the matter to assist it by becoming guarantors.

If any are willing so to assist they will oblige by sending their names to the undersigned.

The Annual General Meeting of the Society will be held in the City Hall on Tuesday, the 7th of February, at 5 p.m., when any further information concerning the scheme referred to above will be gladly given.

All who are interested in the general work of the Society and in this proposal in particular are invited to attend.—I have the honour to be, Sir, Yours faithfully,

H. A. V. MAY,

President Benevolent Society.

Government House,

Hongkong, 28th January, 1905.

DEAR MRS. MAY,—I willingly accede to your request that I should expand my suggestion that the Benevolent Society should render assistance in the difficult matter of dealing with cases of destitute seamen in the Colony, who have become destitute through no fault of their own.

As you are probably aware, it is now necessary before any destitute who is a seaman can gain admittance to the Sailors' Home that he should deposit \$60 as a guarantee for the cost of his maintenance, and owing to this rule, which is necessary if the Home is to keep its present satisfactory status of a self-supporting institution, many deserving cases of destitution are precluded from entering the Home and are therefore driven to the House of Detention.

I have, however, recently arranged that before any destitute is arrested by the Police and sent to the House of Detention as a vagrant he shall be sent to the Sailors' Home and have his case investigated by the Superintendent and Chaplain with a view to ascertaining whether the man is a seaman and worthy of assistance.

Should the case be a meritorious one I suggest that the Benevolent Society should guarantee the necessary \$60 and propose in order to effect this guarantee that subscribers should be invited, in addition to their present subscriptions to undertake the Society's obligations in the following manner. Assume that A, B, C, D, and E guarantee 1, 2, 4, 1, 5, sums of \$60 respectively in the year. The first destitute received into the Home would be supported by A, the 2nd by B, and so on to E. The sixth would be supported by B, the 7th by C, the 8th by E, the 9th by C, the 10th by E, the 11th by C, and the 12th and 13th by E. If the 2nd and 6th remained in the Home 10 and 20 days respectively B would be called upon to pay 10+2 by \$1.15=34.50. His maximum liability on account of these two men would be \$120.

The Benevolent Society would only make itself responsible to the Home for the number of destitutes guaranteed by the subscribers. Suppose that ten subscribers guaranteed an average to pay for the stay at the Home of two distressed seamen. The Society would know that during the year it could draw on funds to pay for twenty men in all. It would keep the roster of the guarantors and call on them in succession to pay for the men that were admitted in succession to the Home.

It would thus merely furnish the machinery by which the scheme would be worked independently of the other work of the Society. It is no doubt true that it would be simpler for the Superintendent of the Home to himself do the work I suggest should be entrusted to your Society. But it seems to me that that Society has better opportunities for making the scheme known and for getting people to become guarantors. Besides, its members have formed themselves into a body "for the purpose of rendering assistance in cases of . . . distress in the Colony among persons other than the Chinese or Portuguese communities," and will probably look upon it as their right and privilege to take part in any scheme which has this end in view.

If the scheme commends itself to you, will you kindly put it before the Society? If it is adopted I should be willing to become responsible for five cases admitted to the Home in the course of the year, i.e. an E guarantor.—Yours sincerely,

(Sd.) MATTHEW NATHAN.

## REVIEWS.

MAGNETIC STORMS. HOW THEY ARE PRODUCED AND HOW THEY MAY BE PREDICTED. BY HUGH CLEMENTS. Dulwich: One shilling.

WEATHER forecasts should shortly be much more reliable things than they are. The amateurish method of telegraphing barometric readings, place and direction of storms, is to be superseded by the astronomical method of a Dulwich gentleman named Hugh Clements, who explains his discoveries in this twelve page pamphlet for which the modest sum of one shilling is asked. As there may be a rush to obtain copies of this epoch-making work of twelve pages, we will give its title in full. It is: "Magnetic Storms. How they are produced, and how they may be predicted. The views of Lord Kelvin and Mr. Maund's Theory." Mr. Maund, it should be stated, is a member of the staff of Greenwich Observatory, who thinks that magnetic disturbances are confined to certain solar meridians, and that the sun is directly responsible for them. Mr. Clements calls this mere *maudlin*, in italics, and is very severe on the "utter absence of original research and genuine discovery at Greenwich Observatory." "But what," he asks, "can be expected from a starved Institution?" He thinks it could be much more useful "if the nation would only pay sufficient to attract the best men, bound to make discoveries of incalculable value." The moral is plain, and Mr. Clements' personal interest in the matter may be gauged by his assertion that "the Astronomer-Royal should have at least £5,000 a year with a Peacock."

"Hugh, Baron Dulwich," would certainly look well on a visiting card. The idea of Mr. Clements, who once wrote a book entitled "Natural Law in Terrestrial Phenomena," is that sun spots are caused by the attractive influence of the planets. The schoolboy invented by Lord Macaulay knows that the sun attracts the planets, and that by the force of gravity, which he also knows was invented and patented by Sir Isaac Newton, the sun holds the in their orbits. Mr. Clements claims the discovery, "years ago," that the attraction is mutual. The smaller cannot draw the greater any more than it can include it; but it does its best. The result is that the outside gaseous envelope of the sun keeps puckering out in places, like the lips of a maid waiting to be kissed, whenever the Moon and Mercury, or Saturn and some other planet, arrive at a point where their influence is most powerful. Every sun-spot is produced, Mr. Clements claims, by planetary attraction exerted at such an angle that the gravity of the sun is neutralised. It is obvious that if the dilatations moon can upset the gravity of the sun, especially when he is particularly gassy, he will be the more easily attracted, and the storm of emotion thus aroused means a magnetic storm on the portion of the sympathetic earth's surface that happens to be *vis-à-vis* at the time. It is quite clear that this must be so, from the following explanation by Mr. Clements, that "Sun spots are formed on the solar disc, where the curves from these planetary points touch or cut each other because of the greatly increased attraction, and a magnetic storm only occurs on the Earth's surface when the Earth's curve from the centre of the solar disc passes through the already formed spot over which the wave from the Mercury curve rapidly passes or frantically dashes over, generating the electricity, the cause of the storm." This also gives scientific sanction to the popular belief that the new moon is generally to blame for the weather. "By a study of the position of the planets, including the Earth-Moon system," continues Mr. Clements, "it is possible to foretell whether or not there will be a syzygy solar rotational magnetic storm on the Earth's surface." The truth of this theorem is so apparent that it must be admitted. It is difficult to see how a syzygy solar rotational magnetic storm could behave otherwise. The curious thing is that "when magnetic storms are repeated at monthly intervals for two or more times it is due to the disturbance caused by the Earth's pull on the atmosphere being suddenly augmented by the Moon's wheeling round into the line of syzygies, coincident with a partially formed Earth spot, over which the Mercury wave passes at the time of new or full moon."

A syzygy, we may add, as Mr. Clements has forgotten to do so, is a conjunction; but his astronomical preposition would be less syzygy and ornamental without that gracious word.

It would thus merely furnish the machinery by which the scheme would be worked independently of the other work of the Society. It is no doubt true that it would be simpler for the Superintendent of the Home to himself do the work I suggest should be entrusted to your Society. But it seems to me that that Society has better opportunities for making the scheme known and for getting people to become guarantors. Besides, its members have formed themselves into a body "for the purpose of rendering assistance in cases of . . . distress in the Colony among persons other than the Chinese or Portuguese communities," and will probably look upon it as their right and privilege to take part in any scheme which has this end in view.

If the scheme commends itself to you, will you kindly put it before the Society? If it is adopted I should be willing to become responsible for five cases admitted to the Home in the course of the year, i.e. an E guarantor.—Yours sincerely,

(Sd.) MATTHEW NATHAN.

The N.C. Daily News says: This portion of the Chinese year appears to have been quite disastrous to several native banks here, especially those owned by Cantonese, as it is reported that two of the largest of these have been compelled to suspend payment, the first with liabilities said to amount to over Tls. 1,900,000, and the second Tls. 700,000, odd. Another Cantonese bank, it is feared, will in consequence find difficulty in tiding over the Chinese year, which is now so closely approaching its end. Besides the above financial disasters it is stated that one of the largest and best-known native goldsmith shops in the International Settlement is in difficulties owing to its business manager having dabbled in exchange in connection with tea and silk, whereby he has failed, involving no less a sum than Tls. 300,000. There are also other failures in the air, which it is premature to notice at present.

The Year Book contains a mass of useful information wanted by everyone every day. It was formerly included with the Who's Who, but, owing to the growth of both, the latter is

## KODAK FILMS &amp; ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN.

LONG HING &amp; CO.

PHOTO GOODS STORE,

17, QUEEN'S ROAD

(SAME PREMISES AS MESSRS. AH CHEE).

Hongkong, 27th December, 1904.

39.

TRADE MARK.

TELEPHONE No. 135.

IND COOPE'S ALE

PER CASE OF 8 DOZEN PINTS... \$16.00

## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to DAILY PRESS only, and special business matter to THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until demanded.

Telegraphic Address: PRESS, Codes: A.B.C., 5th Ed.

Liebig's.

P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS

## CHINESE NEW YEAR HOLIDAYS.

IN Accordance with Government Notifications Nos. 42 and 43 the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on SATURDAY and MONDAY, the 4th and 6th February, 1905.

Hongkong, 1st February, 1905.

356

## NOTICE.

THE HONGKONG AND CHINA GAS CO., LTD., beg to notify the Public that the PRICE OF GAS will be REDUCED from \$3.50 to \$3.00 per 1,000 Cubic Feet as from the 1st February, 1905.

GEORGE CURRY,

Local Secretary.

Hongkong, 1st February, 1905.

357

## WANTED.

A FURNISHED HOUSE at once, on the Peak; Three Bedrooms, Two Receptions, and usual Offices.

Apply by letter to—

86,

Hongkong Hotel.

Hongkong, 1st February, 1905.

361

## WANTED.

IMMEDIATELY, in the neighbourhood of the Hongkong Club, a BEDROOM and BATHROOM, Furnished or Unfurnished.

Reply, stating terms, to—

BOX 299,

Cars of Daily Press Office.

Hongkong, 1st February, 1905.

358

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 18th day of February, 1905, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1904.

By Order of the Court of Directors.

J. E. M. SMITH,

Chief Manager.

Hongkong, 31st January, 1905.

359

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the Register of Shares of the Corporation will be CLOSED from SATURDAY, the Fourth, to the Eighteenth day of February, 1905 (both days inclusive), during which period the Transfer of Shares can be registered.

By Order of the Court of Directors.

J. E. M. SMITH,

Chief Manager.

Hongkong, 31st January, 1905.

360

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA

THE Company's Steamship

## "CALEDONIEN."

Captain Gregor, will be despatched for the above ports on or about MONDAY, the 6th instant.

For Freight or Passage, apply to

L'BRIDOU,

Acting Agent.

Hongkong, 1st February, 1905.

2

BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

## "PENTAKOTA."

Captain C. Willis, will be despatched as above on TUESDAY, the 7th February, at Daylight.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

Agents.

Hongkong, 31st January, 1905.

364

FOR SHANGHAI, YOKOHAMA AND KOBE.

THE Steamship

## "RHENANIA."

Captain Behrend, will be despatched for the above ports on TUESDAY, the 7th February, at 5 P.M.

For Freight or Passage, apply to

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 31st January, 1905.

365

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rabatino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamer to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LIGURIA and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN Ports up to CALLAO. (Taking Cargo at through routes to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

## "CAPRI."

Captain Belotti, will be despatched as above on MONDAY, the 13th February, at Noon.

At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO.,

Agents.

Hongkong, 1st February, 1905.

4

## INTIMATIONS



ZETLAND LODGE No. 525, E.C.

A REGULAR MEETING of ZETLAND LODGE will be held at the FREE-MASONS HALL, TO-NIGHT (WEDNESDAY), the 1st February, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 30th January, 1905.

341

## NOTICE.

INTENDING Competitors in the Hongkong Regatta are reminded that entries should be sent in or on before February 1st to the Hon. Secretary,

E. R. HALLIFAX,

Central Station

Hongkong, 30th January, 1905.

[339]

## WANTED.

WIDOWER, with 3 Children, eldest 12, desires services GOVERNESS, and HOUSEKEEPER, Eurasian Young Lady with Chinese Mother preferred.

Apply first instance to—

J. B.

Care of Daily Press Office

Hongkong, 19th January, 1905.

363

## WANTED.

BY a British Mercantile Firm, a CHINESE CLERK as Typist and General Office Assistant.

Apply to—

K. L. M.

Care of Daily Press Office

Hongkong, 26th January, 1905.

[313]

## WANTED.

ONE BEDROOM, FURNISHED or UNFURNISHED with Verandah and Bathrooms attached, one of the Higher Levels.

Apply, stating full particulars, to—

BOX 2810,

Care of Daily Press Office

Hongkong, 26th January, 1905.

[314]

## WANTED.

A CAPABLE PORTUGUESE ASSISTANT, with knowledge in Bookkeeping.

Applications in writing to—

X. Z.

Care of Daily Press Office

Hongkong, 31st January, 1905.

349

## WANTED.

IMMEDIATELY, in the neighbourhood of the Hongkong Club, a BEDROOM and BATHROOM, Furnished or Unfurnished.

Reply, stating terms, to—

BOX 299,

Cars of Daily Press Office

Hongkong, 1st February, 1905.

[358]

## WANTED.

NOTICE TO SHAREHOLDERS.

THE SEVENTY-SEVENTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held at the OFFICES of the General Managers, Pudding's Street, at 12.30 P.M. on MONDAY, 13th February, to receive a Statement of the Company's Accounts to 31st December, 1904, and the Report of the General Managers.

The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to the 13th February, both days inclusive.

JARDINE, MATHESON & CO.

General Managers.

Hongkong, 30th January, 1905.

[322]

## WANTED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held in the OFFICES of the COMPANY, No. 18, Bank Buildings, Queen's Road, Central, on TUESDAY, the 14th February, at 12 o'clock NOON, for the purpose of receiving a report of the Directors, together with a statement of accounts, declaring a Dividend, confirming their appointment of a Director, and electing Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 31st January to the 14th February, both days inclusive.

By Order of the Board of Directors.

THOS. J. ROSE,

Secretary.

Hongkong, 26th January, 1905.

[319]

## WANTED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held in the OFFICES of the COMPANY, Queen's Buildings, New Praya, on MONDAY, the 20th February, 1905, at 12 o'clock NOON, for the purpose of receiving the report of the Directors and the Statement of Accounts to the 31st December, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 20th February, both days inclusive.

By Order of the Board of Directors.

THOS. J. ROSE,

Secretary.

Hongkong, 26th January, 1905.

[320]

## WANTED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held in the OFFICES of the COMPANY, Queen's Buildings, New Praya, on MONDAY, the 20th February, 1905, at 12 o'clock NOON, for the purpose of receiving the report of the Directors and the Statement of Accounts to the 31st December, 1904.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 20th February, both days inclusive.

**ROBINSON**  
**PIANO Co. LTD.**  
INVITE INSPECTION OF THEIR  
PERSONALLY SELECTED  
NEW ART MODELS

## PIANOS

BY THE BEST

ENGLISH AND  
CONTINENTAL  
MAKERS AND  
THEIR OWN MAKE

BEST VALUE OBTAINABLE

FULLY

GUARANTEED.

CASH OR CREDIT  
Hongkong, 5th January, 1905. [215]

GEO. FENWICK & CO., LTD.  
ENGINEERS AND SHIPBUILDERS.

THIS Old Established Firm especially  
Caters for Ship and Engine Repairing.  
The Works may be reached in 10 minutes from  
Blake Pier by Rickshaw or Electric Tram.  
Launches will call alongside vessels in the  
harbour flying the Call Flag E.  
Telephone 142.

Hongkong, 2nd January, 1905. [33]



MITSU BISHI DOUKYARD.  
AND ENGINE WORKS,  
NAGASAKI.

CODE WORD: "DOCK" NAGASAKI.  
A. I. A. B.C. Scots and Engineering  
Outfit.  
DOCK No. 1 (at TATEGAMI).  
Extreme Length... 523 feet.  
Length on Blocks... 513  
Width of Entrances on Top... 88  
Width of Entrances on Bottom... 77  
Water on Blocks at Spring Tide 264

DOCK No. 2 (at MUKAIJIMA).  
Extreme Length... 371 feet.  
Length on Blocks... 350  
Width of Entrances on Top... 66  
Width of Entrances on Bottom... 53  
Water on Blocks at Spring Tide 22

PATENT SHIP (at KOSUGE).  
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the  
LATEST IMPROVEMENTS and can  
execute any kind of work in SHIPBUILDING and  
MARINE ENGINEERING as well as  
REPAIRING OF SHIPS.

THE COMPANY has a SALVAGE  
STEAMER, 712 TONS GROSS, FITTED  
with POWERFUL SALVAGE PLANT  
READY at SHORT NOTICE. [1730]

TO LET.

TO LET.  
GODOWN No. 3, New Praya, Kennedy  
Town.  
Apply to—  
THE HONGKONG LAND INVEST-  
MENT AND AGENCY CO., LTD.  
Hongkong, 22nd November, 1904. [83]

TO LET.  
NOS 19 & 21, SEYMOUR ROAD.

Nos. 14, CAINE ROAD.  
GODOWNS Nos. 34a, 34b, 34c, Praya East  
Possession from 1st January, 1905.  
Apply to—  
COMPRODRE'S DEPARTMENT,  
Nippon Yusen Kaisha.  
Hongkong, 1st December, 1904. [84]

TO LET.  
3RD FLOOR, suitable for Ofc.

Apply to—  
WING CHEONG,  
35, Queen's Road Central.  
Hongkong, 3rd June, 1904. [91]

"HATHERLEIGH."

A DETACHED RESIDENCE with  
Tennis Court on Conduit Road.  
Apply to—  
THE HONGKONG LAND INVEST-  
MENT AND AGENCY CO., LTD.  
Hongkong, 26th January, 1905. [91]

## TO LET

### TO LET.

OFFICE ROOMS at Nos. 12 & 14, Queen's  
Road Central (Corner House); also  
GODOWNS at Back. Can be let separately  
or wholly. Rent moderate, cheaper if the whole  
is taken on a long lease.

SEVEN EUROPEAN HOUSES, late  
F. Blackhead & Co. and Shewan, Tomes & Co.'s  
Offices. Ground Floors and Top Floors with  
GODOWNS can be let separately on leases.

Apply to— CHUNG SHUN KOO,  
12 & 14, Queen's Road Central.  
Hongkong, 24th December, 1904. [92]

## HONGKONG CLUB.

### TO LET.

A SUITE of TWO ROOMS, on the  
Ground Floor of the Annex, suitable for  
Offices. For particulars apply to the undersigned.

C. H. GRACE,  
Secretary.

Hongkong, 4th June, 1904. [85]

### TO LET.

EXYIE, Unfurnished. Newly repaired,  
Painted and Coloured. Unfurnished.  
No. 7, BELLIOTS TERRACE, 1st Flw.  
No. 21, 3rd Flw.  
Nos. 11 & 14, 2nd Flw.  
BUNGALOW (Furnished), at New Territory, Kowloon, 4 Rooms, low rental.

KELLETT CREST (Furnished), Peak, for  
24 months from 15th April to 30th June,  
1905.

BISHOP'S LODGE NORTH, Peak, To  
Let. Furnished, from 1st March to 30th April,  
1905.

2ND FLOOR in Central position, containing  
Four Large Rooms, Anteroom and Lavatory,  
&c. with use of Electric Lift. Well suited for  
Offices.

Apply to— LINSTEAD & DAVIS,  
3rd Floor, Alexandra Buildings.  
Hongkong, 20th January, 1905. [90]

### TO LET UNFURNISHED.

A DESIRABLE RESIDENCE in  
MACAO, in excellent position and near  
Praya Grande; contains 12 Rooms.  
For terms and particulars, apply to—

SUPERINTENDENT,  
E. E. Telegraph Co.

Hongkong, 16th December, 1904. [93]

### TO LET.

THREE FIRST-CLASS SHOPS,  
European Style, in Kowloon. Possession  
on or about 31st August, 1905. Moderate  
Rents.

Apply to—

HUMPHREYS' ESTATE &  
FINANCE CO., LTD.

Hongkong, 21st June, 1904. [97]

### TO LET.

FURNISHED ROOM in Knutsford  
Terrace, Kowloon, with or without Board,  
in private family. Suitable for two Bachelors  
or Married Couple.

Apply to—

C. Care of Daily Press Office.

Hongkong, 31st January, 1905. [350]

### TO LET.

NO. 1, STEWART TERRACE, the Peak.  
Apply to—

THE HONGKONG LAND INVEST-  
MENT AND AGENCY CO., LTD.

Hongkong, 28th March, 1904. [88]

### TO LET.

SIX FIRST-CLASS EUROPEAN  
HOUSES in Observatory Road, Tsim  
Tsa Tsui, Kowloon. Each with Five Spacious  
Well-ventilated Living Rooms; Two Bathrooms,  
Kitchen, Garden, Tennis Courts, Servants' Quarters,  
Water, Gas, Electric Lights and  
Bells. Moderate Rental. Possession on or  
about 1st April, 1905.

Apply to—

AREATOON V. APCAR & CO.,  
45, Wyndham Street.

Hongkong, 10th January, 1905. [202]

### TO LET.

OFFICES in York Buildings, facing New  
Post Office and Hongkong Hotel.  
Apply to—

HENRY HUMPHREYS,  
Alexandra Buildings.

Hongkong, 7th January, 1905. [18]

### TO LET.

SINGLE or DOUBLE-FLOORED  
GODOWN, also LAND To Let, on Lease  
or for Sale, in Wanchai Road.

Apply to—

THE ROBINSON PIANO CO., LTD.,  
13, Queen's Road Central.

Hongkong, 20th January, 1905. [272]

### TO LET.

NO. 1, RIPPON TERRACE.

A HOUSE in WONG-NEI-CHONG  
ROAD, facing Race-course.

PLATE in MORETON TERRACE, facing the  
Polo Ground.

OFFICES in course of erection, CONNAUGHT  
ROAD (near Blake Pier).

GODOWNS; PRAYA EAST.

Apply to—

THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.

Hongkong, 19th June, 1904. [81]

### TO LET.

A T No. 55, Hollywood Road, GROUND  
FLOOR, with Basement, suitable for  
Office, Shop or Godown.

Apply to—

NO. 49, HOLLYWOOD ROAD.

Hongkong, 30th January, 1905. [273]

### TO LET.

3RD FLOOR, suitable for Ofc.

Apply to—

WING CHEONG,

35, Queen's Road Central.

Hongkong, 3rd June, 1904. [91]

### TO LET.

GODOWNS No. 100 and 101, Praya East,

with Water Frontage.

Apply to—

VICTORIA BUILDINGS.

Hongkong, 29th December, 1904. [94]

## HONGKONG NOTES.

The Hongkong correspondent of the Times  
thus represented the state of things toward the  
end of November—Railway affairs still claim  
a great deal of attention from those who are  
interested in the future of China.

With reference to the remarks in my last report  
regarding the position of the Americans and the  
Canton-Hankow line, it is now reported  
from Canton that the work has been entirely  
stopped, and that matters have reached a deadlock.  
It is to be hoped that some equitable  
arrangement will soon be arrived at which will  
settle the railway on a secure footing, and free  
it from the influence of Belgian and Franco-Russian

In the meantime, however, the Chinese govern-  
ment have signed the Convention for the  
railway which it is proposed to run between  
Canton and Macao.

The idea of such a railway doubtless owes its origin to the invasion  
of the British holders of the concession for the  
Canton-Hongkong railway, and were the conditions of the Convention between the Chinese  
and the Portuguese Government reasonable, and were the  
Portuguese Government enterprise enough to deepen the harbour of Macao, there  
might be some danger threatening the position  
of Hongkong as the chief centre of trade  
in South China.

But, even although the Portuguese Government  
guaranteed to dredge Macao harbour, a piece of work which would  
cost at least £100,000, the conditions of the  
Convention are not such as will attract capital  
to the venture. The shares, it is stipulated, are  
to be held half by Chinese, and half by Portuguese  
subjects, and the Portuguese Government  
can under no pretext interfere with affairs in  
connection with the company, the administration  
being wholly in the hands of the two classes of  
shareholders acting jointly. Any infringement  
of this rule gives the Chinese Government  
the right to cancel the concession, and any  
question that may arise as to the practicality of  
settling according to Chinese law.

But the most unreasonable clause relates to the finance.  
After paying all expenses, 6 per cent. interest  
on capital, and a sinking fund not exceeding 3  
per cent. should any surplus remain the Chinese  
Government is to pocket 30 per cent. of it,  
the remainder going to the shareholders. At  
the end of 50 years from the opening, the railway,  
with all appurtenances, reverts to the Chinese  
Government, provided that the sinking  
fund has by then met the capital expenditure  
of the company, otherwise, the Government  
will make good the deficiency.

Stocks of most classes of goods are comparatively  
low in Hongkong at present, and the  
goods coming forward against purchases made  
during the earlier months of the year are  
taken delivery of, and forwarded to consuming  
districts or shortly after arrival. During  
the last few weeks a demand has set in strongly  
from the north for certain classes of goods, and  
in particular Hongkong stocks have been  
exhausted of woolen blankets. Even those  
intended for local consumption by the Chinese  
have been bought up by buyers from Japan,  
very probably for supplying that Government  
with a view to use in the army. Grey drills,  
tin plates, candlesticks, and canned goods are  
still required for, and in consequence, are  
commanding high prices.

Some portions of these are said to be for Niu-chwang  
borders, the latter doubtless, on the chance of running the blockade to Port Arthur.

Large quantities of goods are, however, still in  
order, and it is not certain that the present  
state of affairs will continue, as buyers in the  
north will be receiving goods against orders  
forwarded direct.

The freight market remains firm, this  
notwithstanding the fact that Niu-chwang will  
shortly be closed for the winter, and that there is  
little doing at present with Saigon, the season for  
the latter port being at an end for the present.  
The demand for suitable steamers is larger  
than the supply, but doubtless some tonnage  
will find its way down from the north when  
the ports are closed by ice. This latter point  
is, however, not to be emphasized so much this  
year as formerly, for reports from the north  
state that considerable quantities of goods will  
be sent north to the ice-free ports, and  
distributed by rail. The position then is good, and  
the outlook for the future favourable. The  
only factors which may affect matters are the  
arrival of the Baltic Fleet in these waters, or  
else the release by the Japanese of a number  
of the troops they hold on time charter.

Considerable tightness of money prevails  
amongst the foreign banks in China and Hong-  
kong, but more especially in the north. This is  
doubtless largely due to the drain caused by the  
war, and the requirements of the Japanese  
in Manchuria. This feature is believed to have  
largely contributed to the rise in exchange  
which has taken place during these last few  
weeks. The desire to get money in before the  
Chinese New Year has led the banks to give  
especially favourable rates up to that day, but  
for contracts carried on into the new Chinese  
year there is a drop of a halfpenny straight  
away.

NAVAL MUTINY AT SEAVASPOLE.

A Russian correspondent of the Times gives an  
extraordinary account of the mutinies  
of the crews of the Black Sea fleet at  
Seavaspol.

Admiral Chukhnikin, who was recently appointed Commander of the Black Sea fleet, set about reforming his squadron, the discipline of which had been much relaxed under  
his predecessors, Admirals Tyroff and Stryloff. After dealing with all manner of abuses in the higher ranks, Admiral Chukhnikin took the crews in hand. The men in most of the ships had been allowed all manner of freedom, and frequently went ashore for a day or two. Admiral Chukhnikin issued an order forbidding leave ashore save at stated intervals in the daytime and for a given number of hours.

It was the "broad daylight leave" order  
which brought matters to a head with the  
marines, stokers, and sailors generally on the day  
of the mutiny. Crews forcibly broke bonds,  
and then proceeded to break whatever was  
breakable in the naval officers' quarters, bombing  
the windows to such effect that in  
the space of a few minutes there was hardly  
a whole pane of glass left. An officer of  
rank, against whom a section of the men  
had a grudge, was seized and beaten almost  
to death, two others were severely flogged,  
and several others were severely flogged  
in a like fate. The mutineers also turned their

## SHIPPING.

## ARRIVALS.

BAYERN, German str., 3,128, H. Formes, 31st January.—Yokohama 21st Jan., General—Molches & Co.  
HAICHING, British str., 1,267, A. E. Hodgins, 31st Jan.—Fuchow, Amy and Swatow 30th January, General—Douglas Laprair & Co.  
HUEPH, British str., 1,204, Mathais, 31st Jan.,—Wuh 26th January, General—Batterfield & Swire.  
KWANGTSE, Chinese str., 1,505, R. Lincoln, 31st January.—Shanghai 22nd January, General—Chinese.  
LYEA, German str., 3,516, Gee V. Williams, 31st Jan.—Manila 28th January, General—Dedwell & Co.  
PRIAM, British str., 2,905, R. Tillotson, 31st January.—Japan via Shanghai 21st Jan., General—Butterfield & Swire.  
UNDA, Norwegian str., 879, G. Gabrielson, 31st January.—Koratru 25th Jan., General—Order.  
ZAFIRO, British str., 1,611, R. Rodger, 30th January.—Manila 28th January, General—Shewen Tones & Co.

CLEARANCES.  
AT THE HARBOUR MASTER'S OFFICE.  
31st January.

Kwangtse, Chinese str., for Canton.  
Triumph, German str., for Swatow.

## DEPARTURES.

31st January.  
GHAZEE, British str., for New York.  
HELENE, German str., for Hobart.  
HUNAN, British str., for Canton.  
HUEPH, British str., for Canton.  
SUITANG, German str., for Hamburg.  
SUISANG, British str., for Calcutta.  
TAMING, British str., for Manila.

SHIPPING REPORTS.  
The Norwegian str. *Unda* reports: Very bad weather all the way.  
The British str. *Prima* reports: N.E. by N. to northerly wind, fresh and clear, occasional rain, high N.E. sea to northward.  
The British str. *Zafiro* reports: Light W. and S.W. winds 20 N., long 116 E; thence fresh monsoon and showery to port.  
The British str. *Hatching* reports: From Fuchow to Amoy had moderate to fresh southerly winds, overcast and hazy. From Amoy to Swatow moderate N.E. gale, heavy rain and moderate sea. From Swatow to port moderate fresh N.N.W. wind and moderate seas, occasional rain.

VESSELS PASSED ANKER.  
Jan. 7, French bge. *Grande Duchesse Olga*, Herve, Sept. 24, from New York for Saigon.  
Jan. 7, German str. *Alpenbach*, Jan. 5, from Tilbury for Pampas.

Jan. 9, French bge. *Pufuro*, Ledru, from Saigon.  
Jan. 9, Norw. bge. *Sverre*, Jeesen, Dec. 23, from Manila for Amoy.

Jan. 10, British str. *Forest Dale*, from Kobe, Jan. 10, British str. *Itisa*, Tice, Nov. 30, from London for Batavia.

Jan. 10, British str. *Islander*, Wright, Jan. 10, from Singapore for Christmas Island.

Jan. 14, Norw. bge. *Odd*, Arndtson, from Bangkok.

Jan. 15, Amr. 4-m. lpg. *Acme*, Lawrence, Oct. 27, from Hugo for New York.

Jan. 16, British str. *Ocean*, from Teneriffe, Jan. 16, Dutch bge. *Heinrich Haemann*, Bier, Jan. 15, from Batavia for Amsterdam.

Jan. 16, Dutch str. *Sindora*, Guthrie, Dec. 10, from Rotterdam for Batavia.

Jan. 17, British man-of-war *Tarwanga*, Drummond, Jan. 17, from Batavia for Colombo.

VESSELS IN DOCK.  
31st January.

ABERDEEN DOCKS.—KOWLOON DOCK.—Hue, Katherine Park, Hutan, Heltas, H.N.S. Mooren, Hongkong, Dts. Hohne, Kaifong, Kansu, Kwangtung, COSMOPOLITA DOCK.—B. Bjornsen.

VESSELS ON THE BERTH.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW AND TAMSUI.  
The Company's Steamship

"HAICHING."  
Captain Hodgins, will be despatched for the above ports TO-DAY, the 1st February, at 11 A.M.

For Freight or Passage, apply to DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 30th January, 1905. [348]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE—JAPAN—CHINA—AUSTRALIA.

FOR BRISBANE AND SYDNEY, VIA NEW GUINEA.

THE Steamship

"PRINZ WALDEMAR," Captain C. Waltemans, will be ready to load for the above ports TO-MORROW, the 2nd February, 1905.

NORDDEUTSCHER LLOYD.

MELCHERS & CO., AGENTS.

Hongkong, 19th January, 1905.

133

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG FOR THE INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR

OPERATING IN THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS CAPTAIN TO SAIL AT DAYLIGHT ON

"ARABIA" 4,483 Bahie February 13th 1905.

"ARAGONIA" 5,198 Schuldt March 5th 1905.

"NICOMEDIA" 4,370 Wagner March 21st 1905.

"NUMANTIA" 4,370 Brechner April 20th 1905.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMEBON, GENERAL AGENT.

Hongkong, 24th January, 1905. [133]

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CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S. "EMPEROR OF INDIA" 6,000 Tons. WEDNESDAY, 8th Feb.

R.M.S. "EMPEROR OF JAPAN" 6,000 Tons. WEDNESDAY, 8th Mar.

R.M.S. "ATHENIAN" 3,882 Tons. WEDNESDAY, 15th Mar.

R.M.S. "EMPEROR OF CHINA" 6,000 Tons. WEDNESDAY, 29th Mar.

R.M.S. "EMPEROR OF INDIA" 6,000 Tons. WEDNESDAY, 19th April.

Hongkong to London, 1st Class, via St. Lawrence £60. via New York £62.

Intermediate on Steamers, and 1st Class Rail £240. 2nd Class £242.

THE magnificient TWIN-SCREW "EMPEROR" STEAMSHIPS passing through the famous INLAND SEA of JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PACIFIC OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at Intermediate rates, affording superior accommodation for that class.

Passenger Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval

Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to

D. W. CRADDOCK, Acting General Agent.

Hongkong, 20th May, 1904. [6]

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island, Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's.

2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.

4. From Naval Yard to East Point.

## VESSELS ON THE BERTH.

FOR SHANGHAI & CHIN-WAN-TAO  
(Taking Cargo through to TIENSIN).

THE Steamship

"OPLAND," will be despatched for the above ports on FRIDAY, the 3rd February, at 4 P.M.

For Freight or Passage, apply to SHEWAN, TONES & CO.

Agents.

Hongkong, 27th January, 1905. [286]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRIA, INDIA, ADEN, EGYPT, MEDITERANEAN PORTS.

P. L. V. M. O. U. T. H. A. N. D. L. O. N. Through Bills of LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"SIMLA,"

Captain F. R. Summers, carrying His Majesty's Mail, will be despatched from this for Bombay on SATURDAY, the 11th February, at NOON, taking passengers and cargo for the above ports in connection with the Company's s.s. "Britannia," 6,525 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Medocion" due in London on the 25th March, 1905.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT,

Superintendent.

Hongkong, 31st January, 1905. [1]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIENH, PORT DARWIN and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EMPIRE,"

Captain Helms, will be despatched for the above ports on TUESDAY, the 14th February, at NOON.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO.

Agents.

Hongkong, 12th January, 1905. [286]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG.

1904.

ABOUT.

"SATSUMA" ... 15th Feb.

"REICHMOND CASTLE" ... 25th Feb.

For Freight and further information, apply to DODWELL & CO. LTD.

Agents.

Hongkong, 1st February, 1905. [239]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line, are prepared to issue THROUGH BILLS OF LADING for all the principal ports in

SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailing from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED,

General Agents for China and Japan.

Hongkong, 4th August, 1904. [5]

HONGKONG-MACAO LINE.

S.S. "WING CHAI," Captain T. Austin, E.N.Z.

THIS Steamer departs from Hongkong, on

Week Days at 8 A.M.; and on Sundays, at 8.30 A.M.; Departs from Macao on Week Days at 2.30 P.M. and on Sundays at 6.30 P.M.

FARES (weekdays) 1st Class (including cabin and servant), Single \$3, Return Ticket \$5.

2nd Class \$1, 3rd Class 50 cents.

Every Sunday will be on Excursion, at the following rates:

1st and 2nd Class, Single Ticket \$1, Return \$2.

3rd Class, Single 30 cents, Return 50 cents, Steerage 10 cents.

Tiffin and Dinner can be supplied either on board, or at the Macao Hotel, for returning Passengers only, at an extra charge of \$2.

OCEAN STEAM SHIP CO., LTD.  
AND  
CHINA MUTUAL STEAM  
NAVIGATION CO., LTD.  
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.

MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN; WEST AUSTRALIAN, JAVA,  
AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	TO
GLASGOW and LIVERPOOL	"PAKING"	On 31st January.
GLASGOW and LIVERPOOL	"TENTOR"	On 6th February.
GLASGOW and LIVERPOOL	"PATROCLUS"	On 14th February.
GLASGOW and LIVERPOOL	"ACHILLES"	On 21st February.
GLASGOW and LIVERPOOL	"ANTENOR"	On 25th February.
GLASGOW and LIVERPOOL	"LOPAC"	On 27th February.
GLASGOW and LIVERPOOL	"PINGSUEY"	On 3rd March.
GLASGOW and LIVERPOOL	"ULYSSES"	On 7th March.

HOM-WARDS.

STEAMERS TO SAIL

FROM	STEAMERS	TO
AMSTERDAM, LONDON and ANTWERP	"PRIAM"	On 2nd February.
AMSTERDAM, LONDON and ANTWERP	"GLAUCUS"	On 14th February.
GENOA, MARSEILLES and LIVERPOOL	"AJAX"	On 20th February.
AMSTERDAM, LONDON and ANTWERP	"IDOMENEUS"	On 28th February.
AMSTERDAM, LONDON and ANTWERP	"STENTOR"	On 14th March.
GENOA, MARSEILLES and LIVERPOOL	"PATROCLUS"	On 20th March.
AMSTERDAM, LONDON and ANTWERP	"ACHILLES"	On 28th March.

\* Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE.

STEAMERS TO SAIL

FOR	STEAMERS	TO SAIL
VICTORIA, SEAPLE, TACOMA, and ALL PACIFIC COAST PORTS, VIA	"PINGSUEY"	On 6th March.
NAGASAKI, KOBE & YOKOHAMA		For Freight, apply to:

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 25th January, 1905.

19-10

CHINA NAVIGATION CO.  
LIMITED.

STEAMERS TO SAIL

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	"HUNAN"	On 3rd February.
MANILA	"TEAN"	On 7th February.

PORT DARWIN, THURSDAY  
ISLAND, COOKTOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE

\* The attention of Passengers is directed to the superior accommodation offered by these steamers which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

+ Taking cargo on through bills of lading to all Yangtze and Northern China Ports.

+ Taking cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 28th January, 1905.

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## OSAKA SHOSEN KAISHA

REGULAR STEAM-SHIP SERVICES BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

STEAMERS LEAVING

FOR	STEAMERS	LEAVING
TAMSUI, VIA SWATOW AND AMOY	"M. STRUVE"	SUNDAY, 5th Feb., at Daylight.
ANPING, VIA SWATOW AND AMOY	"B. BJORNSEN"	WEDNESDAY, 8th Feb., at Daylight.
TAMSUI, VIA SWATOW AND AMOY	"C. A. OLSEN"	Feb., at Daylight.
FOOCHEW, VIA SWATOW AND AMOY	"FRITHJOF"	SUNDAY, 12th Feb., at Daylight.
FOOCHEW, VIA SWATOW AND AMOY	"H. A. HARALDSEN"	WEDNESDAY, 15th Feb., at Daylight.

On account of the present state of political affairs all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers. For Freight, Passage, and further information, apply at the Company's local Branch Office No. 5 Des Vaux Road Central. Hongkong, 26th January, 1905.

T. ARIMA, Manager.

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## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships; Electric Light; Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up to date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

STEAMSHIP TONS. CAPTAIN. POB. SAILING DATE.

STEAMSHIP	TONS.	CAPTAIN.	POB.	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	Fri., 3rd Feb., 10 A.M.
RUBI	2540	R. W. Almond	Manila	Sat., 11th Feb., 10 A.M.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 30th January, 1905.

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PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS TO SAIL

FOR	STEAMERS	TO SAIL
SINGAPORE and SURABAYA	"ONSANG"	Thurs., 2nd Feb., Noon.
+ SHANGHAI	"KWONGSANG"	Fri., 3rd Feb., Daylight.

\* MANILA

KOBÉ

\* SINGAPORE, PENANG &amp; CALCUTTA

\* "KUMSANG" Thurs., 9th Feb., 3 P.M.

\* These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

\* Taking cargo on through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; CO.,

GENERAL MANAGERS.

Hongkong, 28th January, 1905.

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PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON, &c.	{ SIMLA F. R. Summers	11th Feb.	{ See Special Advertisement.
SHANGHAI	{ BENGAL G. Phillips	About 11th February	{ Freight and Passage.
YOKOHAMA & SHANGHAI	{ JAPAN E. P. Martin, R.N.E.	About 12th February	{ Freight and Passage.
MARSEILLE, LONDON and ANTWERP. DIRECT VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	{ JAVA S. Borcham	About 15th February	{ Freight and Passage.

For further Particulars, apply to

E. A. NEWELL,  
Superintendent.

Hongkong, 27th January, 1905.

[1]

## NOTICES TO CONSIGNEES

OCEAN STEAMSHIP COMPANY,  
LIMITED,  
AND  
CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"PROMETHEUS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., where in both cases it will lie at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 27th inst.

Optional cargo will be landed, unless notice

has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to

be left in the Godowns, where they are

examined at 11 A.M. on the 1st.

No Claims will be admitted after the Goods

have left the steamer's Godown, and all Goods

remaining undelivered after the 1st prox. will be

subject to rent.

All Claims against the Steamer must be pre-

sented to the Undersigned on or before the

4th prox., or they will not be recognized.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 25th January, 1905. [9-10]

STEAMSHIP "POLYNESIEN,"  
COMPAGNIE DES MESSAGERIES  
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex ss.

Cirne, Dordogne, from Havre ex ss.

Cirne, from Bordeaux ex ss. Ville de Rochefort.

Ville de Constantine, in connection with above

Steamer, are hereby informed that their

Goods, with the exception of Opium, Treasure

and Valuables, are being landed and stored at

their risks into the Godowns of the Hongkong

and Kowloon Wharf and Godown Co. Ltd., at

Kowloon, whence delivery may be obtained

immediately after landing.

Optional cargo will be forwarded on unless

intimation is received from the Consignee

before NOON, TO-DAY, the 25th inst., requesting

it to be landed here.

Bills of Lading will be countersigned by the

Undersigned. Goods are being landed unclaimed

after Wednesday, the 1st February, at NOON,

will be subject to rent and landing charges.

All claims must be sent in to me on or before

the 1st February, or they will not be recognized.

## POST OFFICE NOTICES

The *Stichon*, with the German mail left Singapore on Saturday, the 28th ult., at 6 p.m., and may be expected to-morrow.  
The *Calendonia*, with the French Mail of the 6th January, left Singapore on Monday, the 30th inst., at 8.30 p.m., and may be expected here on or about Monday, the 6th inst. This packet brings replies to letters despatched from Hongkong on the 3rd December.

## MAILS WILL CLOSE

	TIME	DATE
Canton		Wednesday, 1st, 7.30 A.M.
Macao		Wednesday, 1st, 7.30 A.M.
Bangkok		Wednesday, 1st, 10.10 A.M.
Bangkok		Wednesday, 1st, 10.00 A.M.
Swatow and Tamsui		Wednesday, 1st, 10.00 A.M.
EUROPE, &c., India via Tuticorin		Wednesday, 1st, 10.00 A.M.
(Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
Macao		Wednesday, 1st, 10.00 A.M.
Saigon		Wednesday, 1st, 11.15 P.M.
Kouangtung, Kanchuk and Kankong		Wednesday, 1st, 3.00 P.M.
Nanhai		Wednesday, 1st, 5.00 P.M.
Canton		Wednesday, 1st, 5.00 P.M.
Canton		Thursday, 2nd, 7.30 A.M.
Shanghai and Surabaya		Thursday, 2nd, 11.00 A.M.
Shanghai, Moji, Kobe and Yokohama		Thursday, 2nd, 1.00 P.M.
Shanghai		Thursday, 2nd, 5.00 P.M.
Canton		Friday, 3rd, 7.30 A.M.
Canton		Friday, 3rd, 9.00 A.M.
Manila		Friday, 3rd, 10.00 A.M.
Moji, Kobe, Yokohama, Victoria B.C. and Tacoma (Washington)		Friday, 3rd, 10.00 A.M.
Friedrich Wilhelmshafen, Herberthshohe, Matupi, Brisbane and Sydney		Friday, 3rd, 10.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO		Friday, 3rd, 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		
Manila		Friday, 3rd, 10.00 A.M.
Kobe		Friday, 3rd, 10.00 A.M.
Shanghai, Chinawando and (Tientsin via) Chinawando		Friday, 3rd, 10.00 A.M.
Ningpo and Shanghai		Friday, 3rd, 10.00 A.M.
Canton		Friday, 3rd, 10.00 A.M.
Canton		Saturday, 4th, 7.30 A.M.
Amoy, Straits and Raugooa		Sunday, 5th, 9.00 A.M.
EUROPE, &c., India via Tuticorin		Sunday, 5th, 9.00 A.M.
(Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
Manila		Sunday, 5th, 9.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER (B.C.)		Sunday, 5th, 9.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		
Singapore, Penang and Calcutta		Sunday, 5th, 9.00 A.M.
Manila		Sunday, 5th, 9.00 A.M.
EUROPE, &c., India via Tuticorin		Sunday, 5th, 9.00 A.M.
(Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)		
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		
Singapore, Penang and Bourbey		Sunday, 5th, 9.00 A.M.
Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth		Sunday, 5th, 9.00 A.M.

## TO-DAY.

Sale, Sugar Candy, &c., Yuen On Insurance Co.'s Godown, W.P., Mr. G. P. Lammer, 11am. Regular Meeting of the Zethad Lodge, Freemasons Hall, 8.30 for 9 p.m.

## TO-MORROW.

Sale, Household Furniture, Sales Rooms, Mr. V. I. Remedios, 2.30 p.m.

## COMMERCIAL.

## CLOSING QUOTATIONS.

31st January.

ON LONDON.—  
Telegraphic Transfer ..... 1/11<sup>th</sup>  
Bank Bills, on demand ..... 2/0  
Bank Bills, at 30 days' sight ..... 2/0<sup>1/2</sup>  
Bank Bills, at 6 months' sight ..... 2/0<sup>1/2</sup>  
Credits, at 4 months' sight ..... 2/0<sup>1/2</sup>  
Documentary Bills, 4 months' sight 2/0<sup>1/2</sup>

ON PARIS.—  
Bank Bills, on demand ..... 2/1  
Credits, at 4 months' sight ..... 2/0<sup>1/2</sup>

ON GERMANY.—  
On demand ..... 2/0<sup>1/2</sup>

ON NEW YORK.—  
Bank Bills, on demand ..... 4/8<sup>1/2</sup>  
Credits, 60 days' sight ..... 4/8<sup>1/2</sup>

ON BOUINAY.—  
Telegraphic Transfer ..... 14/8<sup>1/2</sup>  
Bank, to demand ..... 14/9

ON CALCUTTA.—  
Telegraphic Transfer ..... 14/8<sup>1/2</sup>  
Bank, to demand ..... 14/9

ON SHANGHAI.—  
Bank, at sight ..... 7/1<sup>1/2</sup>  
Private, 30 days' sight ..... 7/2<sup>1/2</sup>

ON YOKOHAMA.—On demand ..... 9/8<sup>1/2</sup>

ON MANILA.—On demand ..... 2/7<sup>1/2</sup>

ON SINGAPORE.—On demand ..... Par.

ON BATAVIA.—On demand ..... 1/20<sup>1/2</sup>

ON HAIPHONG.—On demand ..... 1 p.c. p.m.

ON SAIGON.—On demand ..... Par.

ON BANGKOK.—On demand ..... 6/0<sup>1/2</sup>

Sovereigns, Bank's Buying Rate ..... 19.90

Gold Leaf, 100 fine per tael ..... 562.50

Bar Silver, per oz ..... 12/8<sup>1/2</sup>

## OPIUM.

14th January.

Quotations are—Allow 100c. not 1 catty.

Malwa New ..... \$1070 to \$1090 per picul

Malwa Old ..... \$1140 to \$1160

Malwa Older ..... \$1200 to \$1220

Malwa V. Old ..... \$1250 to \$1270

Perian Extra Fine ..... \$900 to —

Perian New ..... \$1274 to — per chest.

Perian Old ..... \$— to —

Bearnes New ..... \$1072 to —

Bearnes Old ..... \$— to —

## VESSELS EXPECTED.

THE GERMAN MAIL

The I.G.M. steamer *Sachsen* left Singapore on Saturday at 6 p.m., and may be expected here to-morrow at 6 a.m.

The I.G.M. steamer *Prinz Sigismund*, left Sydney on the 21st Jan., at 11 a.m., and may be expected here on the 13th Feb.

THE AMERICAN MAIL

The P.M. steamer *China*, from San Francisco to the 10th Jan., via Benoa, left Yokohama for this port on the 31st Jan., a.m., via Kobe, &c.

## Milkmaid



Guaranteed  
Full Cream.



## HONGKONG, CANTON, MACAO &amp; WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO. LTD. AND THE CHINA NAVIGATION CO., LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons, Captain H. D. Jones.  
S.S. "POWAN," 2,333 tons, Captain R. D. Thomas.  
S.S. "PATSHAN," 2,260 tons, Captain W. A. Valentine.  
S.S. "HANKOW," 3,073 tons, Captain C. V. Lloyd.  
S.S. "KINSHAN," 1,995 tons, Captain J. J. Lossius.

Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday excepted), 9 p.m., and 10.30 p.m.

Departures from Canton to Hongkong daily at 8.30 a.m. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO. LTD.

## HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao on weekdays at 2 p.m. Departures on Sunday at 12.30 p.m.

Departures from Macao to Hongkong daily at 8.30 a.m.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons, Captain T. Hamlin.  
S.S. "NUNGSHAN," 199 tons, Captain C. Butchart.

8.30 a.m. and leaves Macao for Canton every Monday, Wednesday and Friday at 8 a.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO. LTD., THE CHINA NAVIGATION CO., LTD. AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Wilcox.  
S.S. "NANNING," 569 tons, Captain C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at 8.30 a.m., and the other leaves Macao for Wuchow on the same days at 8.30 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON AND MACAO STEAMBOAT CO. LTD.

18, Bank Buildings, Queen's Road Central (opposite the Hongkong Hotel); Or of BUTTERFIELD & SWIBREY.

Agents, CHINA NAVIGATION CO., LTD.

## PEERLESS SCOTS WHISKIES

HAIG & HAIG, LTD., DISTILLERS SINCE 1679.

3 Star, SPECIAL—The finest of all "Peg" WHISKIES at \$13.00

5 Star, LIQUOR—Exquisite, best in the World for Club or Private use at \$12.00

Stop drinking rank, Smoky Stuff, because "it comes through the SODA."

TRY HAIG & HAIG's WHISKIES; pure, mellow, matured, non-smoky, delicate flavor.

Once tried, preferred to all others. Sole Agents for Hongkong.

2755 F. BLACKHEAD & CO.

## KOWLOON HOTEL.

KOWLOON.

DELIGHTFUL SITUATION. UNEXCELED RESORT FOR TRAVELLERS AND RESIDENTS.

BILLIARDS AND BOWLING. LAWN AND GARDENS.

JAS. W. OSBORNE, PROPRIETOR AND MANAGER. 2541

HONGKONG HIGH-LEVEL TRAM WAYS COMPANY, LIMITED.

## TIME TABLE.

## WEEK DAYS.

7.00 a.m. to 8.00 a.m. ... Every 10 minutes.

8.00 a.m. to 8.30 a.m. ... Every 15 minutes.

8.30 a.m. to 9.30 a.m. ... Every 10 minutes.

9.30 a.m. to 11.00 a.m. ... Every 15 minutes.

11.30 a.m. to 12.45 p.m. ... Every 15 minutes.

12.45 p.m. to 1.15 p.m. ... Every 10 minutes.

1.15 p.m. to 1.45 p.m. ... Every 15 minutes.

1.45 p.m. to 2.15 p.m. ... Every 10 minutes.

2.15 p.m. to 3.00 p.m. ... Every 15 minutes.

3.00 p.m. to 3.45 p.m. ... Every 15 minutes.

5.00 p.m. to 8.00 p.m. ... Every 10 minutes.

NIGHT CARS. 8.45 p.m. & 1.00 a.m. 8.45 to 11.15 p.m. every 1 hr.

SATURDAYS. Extra cars at 10.30 p.m. and 11.45 p.m. 8.00 a.m. to 9.00 a.m. ... Every 15